Ammo Mgmt

Ammunition Management
Management Techniques
ROLMS
AIT (Scanner) System
Getting Help

Ammunition Management.

One of the most important tasks for Fleet commands is the management of ammunition and ordnance. Sonobuoys are an ordnance item. The term 'ammunition management' refers to the physical handling of sonobuoys and reporting of transactions into the Conventional Ammunition Integrated Management System (CAIMS). It also refers to developing plans for management of the sonobuoy Non-Combat Expenditure Allocation (NCEA) so that sufficient sonobuoys of the correct type exist to cover all operations throughout the entire fiscal year (FY). The total worldwide sonobuoy inventory has decreased significantly since the end of the Cold War. There are not enough sonobuoys to allow inaccurate reporting or poor management of the NCEA.

Non-Combat Expenditure Allocation (NCEA).

Sonobuoys are not 'bought' by Fleet operating forces as are fuel, tires, etc. The Chief of Naval Operations (CNO) *allocates* sonobuoys for use by Fleet units. The CNO office and officer responsible for allocating sonobuoys to the Fleet is referred to as the 'sonobuoy resource sponsor.' The resource sponsor develops formulae by which total requirements for Fleet annual sonobuoy usage are determined. These formulae take into account training requirements for crew qualifications, operations, exercises and testing requirements. The total requirement for Fleet non-combat sonobuoy usage for a year is called the Non-Combat Expenditure Requirement (NCER). The NCER is submitted through various Fleet staff, logistics and CNO offices for review and a final authorization for Fleet expenditure is released. The final authorization for Fleet expenditures of sonobuoys is called the Non-Combat Expenditure Allocation (NCEA). The NCEA is a percentage of the Non-Nuclear Ordnance Requirement (NNOR) - the total number of buoys that the Navy can have in the worldwide stockpile. The NCEA is

the total number of sonobuoys that can be expended by Fleet units in a particular FY. Expenditure beyond the limits of the NCEA is not allowed.

The resource sponsor divides the NCEA for sonobuoys between a number of 'major claimants.' The major claimants include the Commanders in Chief of the Pacific and Atlantic Fleets (CINCPACFLT and CINCLANTFLT), the Naval Sea Systems Command (NAVSEASYSCOM), the Naval Air Systems Command (NAVAIRSYSCOM), the Oceanographer of the Navy (NAVOCEANO), and others. These major claimants further break up the NCEA and reallocate it to subordinate commands. For example, CINCLANTFLT sub-allocates sonobuoy NCEA to the Commander Naval Air Forces Atlantic (COMNAVAIRLANT), the Commander of U. S. Naval Forces Europe (CINCUSNAVEUR), and others. These sub-claimants also distribute their share of the NCEA to other subordinate commands. For example COMNAVAIRLANT sub-allocates to the Patrol Reconnaissance Force Atlantic (COMPATRECONFORLANT) who sub-allocates to the Wings at NAS Jacksonville (COMPATRECONWING 11) and NAS Brunswick (COMPATRECONWING 5) among others. The sonobuoy NCEA is sub-allocated until it reaches the final level of management and reporting, usually the Wing.

It is critical that local operational commanders manage the NCEA of sonobuoys to insure it lasts the entire fiscal year. Management of the NCEA takes advance planning. The local commander must determine how many operational ASW prosecutions (real world submarine) he may expect during the year. He needs to anticipate how many NATO or other non-US exercises he may have to participate in. He must also predict how many US Navy exercises he has to support, and how many routine exercises (e.g., RIMPAC, UNITAS, etc.) he may have to support. After determining how many commitments exist, the local commander must determine how many sorties will be needed to support the commitments. The local manager then determines how many of the sorties require sonobuoys, and how many of what types of sonobuoys are needed. These sorties are the ones that the NCEA must be spread among. After allocating the NCEA among the various commitments, the commander may have to adjust his participation in exercises due to lack of NCEA to support ASW operations. If the local commander expends sonobuoys without prior planning or consideration, he may find himself and his forces *out of sonobuoys* before the end of the FY. If a local command exhausts its NCEA prior to the end of the year – it may not be able to get an augment (additional sonobuoys) from the CNO due to reduced procurement and a lower worldwide sonobuoy stockpile.

NOTE

Without advanced planning of sonobuoy requirements vs the NCEA, the local operational commander may run out of sonobuoys before the end of the fiscal year and be unable to obtain an augment from the CNO. Over-expending against the local NCEA forcibly takes sonobuoys from other commands affecting other operational commander's operations and possibly home-site training.

NOTE

The NCEA is not the same as the loadplan or shipfill allowance. The loadplan (or shipfill allowance) is the stock that should be on-hand at the shore station or on board the ship to support the requirements of attached air ASW forces. The shipfill on a DDG or FFG, for example, is the stock on board ship used to support the HSL detachment for all operations (including training, exercise, and operational 'real-world' usage). As the sonobuoys are used by the HSL detachment the ship requisitions new stock to replace it. This practice insures that the shipfill allowance sonobuoys see routine turnover and do not become old and expire unused. There are insufficient sonobuoys in the worldwide stockpile to allow large 'war reserve' stockpiles on board ship or at overseas shore stations.

Reporting Responsibility.

The sonobuoy program manager (PM) is the Program Executive Office for Air ASW, Assault, and Special Mission (PMA-264) programs. The PM buys sonobuoys to replace those expended by the Fleet. The program manager is funded to buy *just enough* sonobuoys to replace those expended *and reported* as expended against the NCEA every year. The procurement cycle runs about two years behind current expenditures. This means that the sonobuoys expended in this FY are replaced by new production delivered two years later.

It is critically important that all expenditures against the NCEA be reported into the CAIMS database prior to 1 October of every year. If an expenditure is not reported into CAIMS, the PM cannot buy the replacement sonobuoy to be delivered two years later. The formula used to determine the number of sonobuoys the PM can buy every year is:

Beginning FY WW Inventory – Reported Expenditures + Procurement = NNOR

It is obvious that the PM must have an accurate worldwide inventory of sonobuoys and an accurate report of expenditures against the NCEA if he expects to procure enough sonobuoys to meet the NNOR (the maximum number of sonobuoys the Navy can have in its inventory). The accuracy of the worldwide inventory and the expenditure data is directly affected by the accuracy of the reporting activities.

The accuracy of the worldwide inventory is directly related to the reporting accuracy of receipts, issues and expenditures into the CAIMS database. If a reporting command allows receipts or issues to become unmatched (unmatched transactions) due to non-reporting, the worldwide inventory will show double the amount of the

unreported transaction in the total inventory numbers. This means that if command 'A' receives 100 DIFAR buoys from command 'B,' and 'B' reports the issue but 'A' does not report the receipt – the CAIMS database reflects 200 DIFAR buoys in the inventory due to the unmatched transaction (or intransit). (100 DIFAR buoys against 'A' due to the intransit receipt and 100 DIFAR buoys against 'B' due to the intransit issue for a total of 200 DIFAR buoys.) Intransits directly affect the accuracy of the worldwide inventory, and thus affect the procurement levels the PM can fund every year. If sonobuoys are not procured in the current FY due to non-reporting of receipts and issues (intransits) then shortages will occur in the worldwide stockpile about two years later. *If a reporting command does not report receipts or issues into CAIMS it is directly impacting operations and training two years later.*

Similarly, if a command does not report an expenditure against the NCEA prior to 1 October of the current FY – the expenditure loses visibility to the system. This may seem like a way for a local commander to use as many sonobuoys as he wants without having to worry about allocation. If sonobuoys are expended without report into CAIMS, however, they cannot be replaced in the current FY and eventually – probably about two years later - the Fleet will encounter severe shortages of sonobuoys due to prior non-reporting of expenditures. When shortages occur due to prior FY non-reporting, the sonobuoys needed to alleviate the situation cannot be delivered (even if emergency procurement is funded) for about two years*. If a reporting command does not report expenditures into CAIMS it is directly impacting operations and training two years later.* It should also be noted that it is extremely easy for outside inspectors to discover if expenditures have been made without report.

NOTE

If a reporting command does not accurately report issues, receipts and expenditures of sonobuoys into the CAIMS database it is directly impacting operations and training two years later. Shortages in the inventory will be caused by inaccurate reporting or non-reporting in the current FY and will be felt by the Fleet approximately two years later.

Sonobuoy Management Techniques.

Sonobuoys are managed as ordnance (or ammunition) items. The guiding instruction for ammunition management and reporting is the NAVSUP P724, 'Conventional Ordnance Stockpile Management,' Revision 1. It sets forth general requirements and policy for logistics management of ammunition, sonobuoys included. Requisitioning, issuing, receiving, transporting and reporting are addressed. It is the 'Bible' for ammunition management and reporting requirements into CAIMS.

Sonobuoys are one of only a few ammunition items that are used at a rate that can be compared to war time usage. As a consequence of this high usage rate, the CAIMS account can become inaccurate due to errors that occur during the accounting

(reporting) processes. The following are some techniques that local sonobuoy stockpile managers can use to make the job easier and their reporting more accurate:

1. Restrict access to the sonobuoy Ready-Issue Locker (RIL) to specific authorized individuals. Free access to the RIL will result in sonobuoys being taken or deposited by transient aircrews without notification to the sonobuoy stockpile manager.

    a. A major cause of a site's local inventory disagreeing with its CAIMS account is due to unauthorized or unreported transfer of sonobuoys from one site to another.

        (1) For example, Patrol Reconnaissance Wing detachments report into CAIMS for local patrol squadron operations. Sonobuoys are moved between detachment sites constantly via patrol squadron aircraft. If the managers at all detachment sites fail to track these movements and transfer them via ROLMS in CAIMS, their local inventories could quickly differ from CAIMS.

        (2) Another example would be an HSL detachment flying off of its Atlantic Fleet ship back to its homeport NAS with a full load-out of sonobuoys, without reporting the transfer from the ship to the HSL Wing. The next time that the vessel and the HSL Wing did a physical inventory of sonobuoys, they would discover that their local inventory in disagreement (physically) with CAIMS. To fix the situation, if the original transfer had no visibility, would require 'gains and/or losses by physical inventory' in ROLMS – a poor management practice.

        (3) If sonobuoys are brought into a site from another without prior coordination, the receiving site should bring them on record in CAIMS as a receipt from the other site. The other site's sonobuoy manager should be contacted via telephone, email, or Naval message to insure he does an issue for the sonobuoys. Failure to coordinate the transfer in this manner will result in intransits between the two commands.

NOTE

It is a poor management practice to 'gain by physical inventory' (GANPI) sonobuoys that have arrived via aircraft from another site. Doing a GANPI instead of a matched transfer of sonobuoys degrades the inventory accuracy data in CAIMS and directly affects sonobuoy procurement.

2. Insure sonobuoy management is briefed to all concerned personnel. Local sonobuoy stockpile managers are generally attached to the local ASW Area Sector Commander's staff or Air Wing staff. The manager is usually physically located at a Tactical Support Center (TSC) or at Wing Headquarters. In either case, it should be easy for the sonobuoy manager to insure that aircrews reporting to the area are briefed in general sonobuoy management policy. Currently, there are no active duty Patrol Squadrons (PATRON's) or Helicopter Antisubmarine Light (HSL) squadrons that are authorized CAIMS reporters. (An activity has to be a CAIMS reporter in order to have ordnance on its record, if a non-reporter an activity can not 'own' ordnance.) This means that the sonobuoys 'belong' to the stockpile manager's organization – not to the detached or deployed Squadron Commanding Officer, or Det Officer-in-Charge.

    a. A strongly worded brief should be given to all in-chopping crews at deployment and detachment sites. It should be made very clear that sonobuoys will not be taken from the site nor brought into the site without prior approval and a report of the action going to the local sonobuoy stockpile manager.

    b. The local sonobuoy NCEA management plan should be briefed to the local detached or deployed Squadron's Commanding Officer, Officer-in-Charge and/or Operations Officer. The brief should stress the importance of reporting all expenditures to the local stockpile manager, and not expending more than the sonobuoys allocated for any particular mission by the local area commander.

    c. Sanctions for non-compliance should be formulated and briefed.

3. Manage sonobuoy lot numbers intelligently. As the local stockpile manager receipts sonobuoys into his stockpile, the ammunition lot numbers (ALN's) should be entered into ROLMS accurately. The ALN is located on the sonobuoy bar code. If the ALN is entered during the receipt process in ROLMS, it will not be necessary to enter it in later so that ROLMS can generate a BG3 (periodic lot report) with valid lot numbers.

    a. ROLMS generates a BG3, or Periodic Lot Report (PLR) automatically at the first transaction of the month.

    b. As issues or expenditures are made, select the oldest lot numbers available for that NALC/NIIN combination in ROLMS. Lot numbers are not included on the ammunition transaction report (ATR) formatted line. Using the oldest lot number first will purge old stock from the ROLMS database.

(1) As sonobuoys are issued to aircrews for use from the RIL, the oldest sonobuoys should be used first. The RIL stock should be occasionally screened for age (the ALN gives manufacture date) and the oldest identified for first use. This practice is called first-in.first-out (FIFO) stockpile management. If FIFO is used in the RIL in conjunction with using the oldest lot numbers in ROLMS for issues and expenditures, the lot number data in ROLMS will generally reflect the physical inventory.

(2) Tracking the actual lot numbers expended by aircrews or issued to other activities is extremely time consuming and difficult. Using FIFO management of the stockpile with concurrent expenditure or issue of the oldest ROLMS lot numbers will accomplish the same thing.

4. Manage sonobuoy expenditure tracking intelligently. There are several ways to track expenditures. One way is to have a number of forms that are filled out by RIL custodians and/or aircrews that indicate how many sonobuoys were loaded on the aircraft and how many were off-loaded by sortie number, by which the number expended can be determined. Another way is to have the aircrew give an expenditure report to the TSC for reporting purposes, or to use the mission PURPLE report to determine how many sonobuoys were dropped. All of these methods are time consuming, subject to error because of forms that may be filled out incorrectly, and do not account for flight that terminate at different sites. The easiest way to track expenditures is through periodic physical inventory of the RIL. Use of the PDT 7200 scanner with ROLMS greatly simplifies this method of expenditure tracking.

   a. It stands to reason that if the RIL inventory on the first day of the month is greater than the RIL inventory on the 10th day of the month, then the difference must have been expended or issued to another site (or on board aircraft). Here's how to manage expenditures through physical inventory (without the scanner system):

      (1) Insure that your ROLMS account is in balance with CAIMS. You can do this by checking on a CAIMS terminal, contacting the NALC ATR Technician responsible for your UIC, or calling the Sonobuoy Hotline.

      (2) Insure that all receipts and issues since the last physical inventory was conducted have been entered in ROLMS.

      (3) Print a full asset retrieval in ROLMS for all sonobuoys (8U COG). (Note: 2E COG AN/SSQ-110 assets are tracked as expended in coordination with your local Weapons Department.)

      (4) Do a physical inventory. (i.e., NALC, NIIN, MCC, QTY)

(a) Insure that aircraft loads are counted.

NOTE

'Issue to Install' for sonobuoys loaded on aircraft *is not a valid transaction* (for sonobuoys). Sonobuoys on board aircraft must be counted as a part of the local inventory. If desired, they can be re-stowed in a 'building/hold' that represents squadron aircraft in ROLMS for ease of tracking.

(5) Compare the physical inventory to the asset retrieval from ROLMS.

(6) Any sonobuoys missing from the physical inventory must have been expended. Expend the difference from the physical inventory as compared to the asset retrieval in ROLMS. Send the ATR.

(7) If there are more sonobuoys in the physical inventory than in the ROLMS asset retrieval, then some sonobuoys must have been brought into the site by an aircraft with no report to the stockpile manager. These buoys must be gained. Gain the extra buoys (if any) from the physical inventory compared to the asset retrieval. Send the ATR. (Note: Research the gain in assets. Perhaps a delivery from supply was made that you overlooked, perhaps a visiting squadron 'dropped them off.' It is preferable to receive the assets with a document number than to 'Gain by Physical Inventory.')

(8) If at a Patrol Recon Wing Det or TSC, the expenditures in ROLMS should be identical to the numbers used for the daily TAN message and/or periodic expenditure reports that are made up the chain of command. Data from PURPLES should not be used to develop TAN's or expenditure reports. The ROLMS expenditure data should agree with CAIMS expenditure data; both should agree with any other expenditure data promulgated by the local command.

5. Proof read the ATR generated by ROLMS. Although ROLMS will generally not allow any errors to be made in ATR's generated within the system, the user should always proof-read the ATR. Particular attention must be paid to the document numbers and UIC's contained within an ATR line item. A few minutes spent reviewing the accuracy of document numbers can prevent a kickback by CAIMS or an intransit due to an incorrect document number or a transaction with an invalid UIC. After the local COMM Center has transmitted the ATR it is advisable to proof read the 'kickback' copy to insure the RM's didn't make any changes to your message.

NOTE

If an error in the document number or other data element is found during the proof reading, the user must 'reverse' the transaction and reenter it with the correct data. Another ATR should then be generated to correct the mistake. Both ATR's, the erroneous one and the corrected one, are then transmitted to CAIMS. The corrected ATR will immediately correct the erroneous one when processed by CAIMS – resulting in no error. *Do Not Change ATR Fields Manually Prior to Transmission as a Naval Message!*

The Retail Ordnance Logistic Management System (ROLMS).

The Retail Ordnance Logistic Management System (ROLMS) software is the only approved management system for Navy ammunition managers. It is capable of handling ammunition management tasks for very large accounts such as Weapons Stations or Aircraft Carriers, as well as for smaller accounts like a Destroyer or a single air squadron. ROLMS is normally installed on a Windows NT server or on a stand-alone Windows 95, Windows 98, or Windows NT computer. (ROLMS can also be installed on systems using other operating systems, call the ROLMS help desk for assistance.)

If exclusively used, the ROLMS software will not allow the user to make a mistake in reporting ammunition transactions via ammunition transaction report (ATR). Once in balance and up to date (no intransits) with CAIMS, the ROLMS system keeps the user honest. The only way that an error can occur between CAIMS and the local ROLMS account is if the user manually changes the ATR that ROLMS creates. All transactions (e.g., issues, receipts, expenditures, condition code changes, or reversals of previously made transactions) must be made in ROLMS and an ATR sent to update CAIMS.

NOTE

Once an account is in balance and up to date in CAIMS, the ROLMS software *will not allow* mistakes in reporting to occur. Manual changes to the ATR created by ROLMS, other than comments in the REMARKS section, shall not be made by the ROLMS user.

NOTE

Changes to the formatted lines of a ROLMS-generated ATR will affect the ROLMS transaction database and result in differences between the ROLMS database and the CAIMS database! If the ROLMS database is different from the CAIMS database, future transactions may result in intransits or out-of-balance conditions. Manual creation or change of ROLMS-generated ATR's shall not be done unless directed by NALC, the ROLMS help desk, or the Sonobuoy Hotline Team.

The ROLMS user must update both ROLMS and the CAIMS database at the same time. This is done is through the ATR. If the ROLMS user manually changes a line on an ATR line or changes the ROLMS database through the 'asset correction' tableau in the ROLMS database administrator (DBA) mode, but does not update CAIMS, the account will go out-of-balance (OOB). An OOB condition exists when the ROLMS account shows a different number of assets than the CAIMS account for the same reporting command (or reporting UIC, UIC = unit identification code). Most OOB errors can be traced back to a user manually changing a line, or adding a line, on an ATR generated by ROLMS. Manual changes to an ATR should not be made by local ammunition managers unless directed to do so by the NAVAMMOLOGCEN Item Manager, the Sonobuoy Hotline representative, or the ROLMS help desk operator.

NOTE

Transactions made in ROLMS must be reported to CAIMS in order to update the CAIMS database. This is done with the ATR generated by ROLMS. Changing the ROLMS asset database in the ROLMSDBA mode, manually changing a field on an ATR line, or manually adding an ATR line will throw the local ROLMS database and the CAIMS database out of balance.

Common Reporting Problems and Solutions.

1. Conducting transactions with a non-reporting UIC. Receipts and issues cannot be made with a non-reporting command. Expenditures cannot be made against a non-reporting UIC (one that does not possess an allocation.) (For example, there are no active duty patrol squadrons (PATRONS) that are 'reporting UIC's' in CAIMS. If a reporter issues or receipts sonobuoys from an active duty PATRON the ATR will be refused by CAIMS. Similarly,

expenditures cannot be made against an active duty PATRON as the allocation is held by its Wing, not the squadron.)

a. If a transaction is made with a non-reporting UIC, the transaction must be reversed in ROLMS. A corrected transaction with a reporting UIC must be reentered. An ATR with the reversal and corrected transaction must be transmitted to correct CAIMS.

b. The only time a transaction can be made with a non-reporting UIC is through a receipt with a gain code of OTHER. In a case like this the UIC should be reported in the REMARKS section of the ATR and the 'OTHER' code used in the UIC field of the ATR line item. This is done in the 'Receipt Process' tableau by leaving the UIC FROM field blank and selecting OTHER in the drop down 'Type' menu (a 'D6Z/OTHER from Other' selection). The document number (if any) from the issuing activity should not be used, the ROLMS system will enter a local (ROLMS generated) document number into the ATR for accounting purposes. The issuing activity (the non-reporter) should not send an ATR into CAIMS reporting the transaction (as they are not a reporting UIC). In the REMARKS section of the ATR the user should indicate which activity the buoys were receipted from (Example: REMARKS/1. OTHER = UIC 123456.) An issue cannot be made to a non-reporting UIC. Expenditures can not be made against a UIC that does not possess an allocation. Expenditures should be made against the echelon of command that posses the NCEA (For example, Pacific Fleet patrol reconnaissance forces will expend against COMPATRECONFORPAC, the activity that has the allocation for all Pacific Fleet PATRON's.)

2. Transposing digits in a document number.

a. A common error is entering a document number wrong into ROLMS. The document number is the field used by CAIMS and ROLMS to track a transaction's history. If the ROLMS user on either end of the transaction (receiving activity or issuing activity) transposes a digit in the document number (i.e., reads the DD 1348 wrong or 'fat fingers' the entry), the transaction goes unanswered and an intransit results.

b. Be very careful when entering document numbers to type in the correct series. If an error is made when entering the document number (it is usually discovered while reviewing the intransit list for the two UIC's involved) the transaction must be reversed in ROLMS by the activity that made the error and then reentered using the correct document number.

c. A correct document number takes the form: N0016401758001. This is interpreted as N00164 (the UIC of the document number originator), 0174 (the Julian date, in this case day 174 (June 23) of the year 2000, and

8001 (the unique number from the ‘block’ of document numbers available to the originator.

3. Receipting or issuing twice.

a. Occasionally a reporter may make the same report twice (or more) times. This usually happens due to more than one individual having reporting access to the ROLMS system, or is due to poor record keeping by the reporter. If a reporter uses ROLMS for all transactions, the ROLMS system will notify the user that the document number has already been used – but a *duplicate transaction can be forced by the user*.

b. Duplicate transactions are usually spotted when reviewing the intransit list. If a duplicate transaction is made, the duplicate transaction must be reversed out using ROLMS. Duplicate transactions (against the same document number) always result in an intransit.

c. It is very important for the ROLMS user to maintain accurate records and file them in such a way that causative research can be done when errors occur in the CAIMS account. DD 1348’s should be annotated when the transaction is accomplished. It is a good idea to mark the DD 1348 with the ATR number that the transaction was reported on and to have the individual that does the transaction initial and date the document. The DD 1348 should be filed and remain on file for three years.

4. Changing the header of the ATR.

a. The ATR is not a JINTAACS message, nor is it a GENADMIN message. It is an Ammunition Transaction Report and the header is formatted by ROLMS to automatically notify the CAIMS system for correct processing. If an activity changes the message header that ROLMS generates, the possibility that the ATR will not be processed is great. The ROLMS software (if properly set up) includes all parties to the transaction in the TO/INFO sections of the header and inserts office and CAIMS coding. Additional action and info addees can be inserted if desired, but other formatting should not be changed. If ‘canned’ headers are used for ATR’s, the ‘PTTUNBAT’ coding in the header (above the DTG) must be included or the message may not be automatically processed in CAIMS.

5. Using the wrong NALC/NIIN combination.

a. Occasionally an activity will report a transaction with either the wrong NALC or the wrong NIIN associated with a correct NALC. This can occur when one of three cases exist. The three cases are:

1) the ROLMS database has the wrong NALC/NIIN combination in it (a remote possibility, but it has happened);

2) the user modifies the ROLMS generated ATR (or does a manual ATR) and enters an incorrect NALC/NIIN combination; or

3) the user manually enters a NALC/NIIN combination into the ROLMS technical database that is invalid (either because the user makes a mistake in typing in the technical data into ROLMS or because the ammo item is very old and the NALC/NIIN has been deleted from the CAIMS database.

b. If a CAIMS error message is generated due to an incorrect NALC/NIIN combination the reporting UIC operator must reverse out the original transaction and reenter it using the correct NALC/NIIN combination. If the ROLMS user has entered (manually) a new NALC/NIIN combination into ROLMS that is incorrect, it can be corrected – but the correction process is somewhat complicated. The ROLMS user should contact the Sonobuoy Hotline or ROLMS trouble desk if this occurs. If a ROLMS user discovers an incorrect NALC/NIIN combination in the ROLMS distribution database, the ROLMS trouble desk should be notified.

6. Problems associated with an old ROLMS database can result in errors. The ROLMS technical database should be updated periodically.

a. Updating the ROLMS database. The best way to insert new technical data (for new NALC/NIIN's being introduced into the Navy system) is to use the Tech Data Files found on the NALC website. To update the ROLMS database, download the 'Ordnance Files' from the NALC page and unzip them to the ROLMS/UPLOAD subdirectory. After unzipping the files, log in as a ROLMS USER. Go to TRANSACTION REPORTING > DAILY FILE TRANSFER PROCESS and follow the instructions for updating. Note: Depending on the speed of the ROLMS computer, this process could take many hours. It should be done overnight.

ROLMS PDT 7200 Scanner System

Use of the PDT 7200 Automated Information Technology (AIT) scanner system greatly simplifies sonobuoy management. The ROLMS software contains special modules to allow easy management of inventories and expenditure tracking. Go to the PDT 7200 Scanner section for a full discussion of this system.

Getting Help

If a ROLMS user is having difficulty using the ROLMS software itself, the best source for assistance is the ROLMS Trouble Desk. The ROLMS trouble desk can be reached at 812-854-3957, DSN 482-3957. (See the POC Directory)

If an ammunition manager user has issues with sonobuoy inventory management, sonobuoy transaction reporting, ROLMS with regards to sonobuoys, or any other sonobuoy-related problem, the Sonobuoy Hotline should be called. The Sonobuoy Hotline can also assist with SUS, EMATT (LW17) or CAD (MF64) issues.

If a command (reporting UIC) is having problems in ammunition management (i.e., many error messages from CAIMS, many intransits, many out-of-balances, major discrepancies in physical vs CAIMS inventories, the ROLMS computer/database has 'bombed,' etc.) the sonobuoy team at NSWC Crane can sometimes provide on-site assistance. Contact the Sonobuoy Hotline.

If a manager has questions concerning sonobuoy data in CAIMS or ATR's that report sonobuoy transactions, unmatched issues or receipts (intransits), CAIMS asset retrievals, out of balance messages, or other CAIMS-related issues, the Sonobuoy Item Manager at NALC Mechanicsburg should be contacted. (See the POC Directory)

Problems with other ammunition items should be referred to the appropriate NALC Mechanicsburg Item Manager. (See the POC Directory)